#### INTERESTING LETTERS.

#### Our Washington Correspon WASHINGTON, April 16, 1861

The Heroine of Tampico.

The Mexican claims are all adjusted, so far as the commissioners are concerned. They have finished their work, and made their awards. One of them, which, from the peculiar circumstances under which it arose, has excited no little interest, not only at Washington, but throughout the country, was that of damages, losses, &c., to our worthy Consul at Tampico, Capt. Chase, well known for his hospitality and kindness to all who visit that place. His noble wife, most appropriately termed the heroine of Tampico, has been the principal agent in presenting and supporting the claim, as she was in throwing open the important place where she resided to the occupation of the American

The commissioners admitted the justice of the claim long since, and have now made their award to the full extent of their authority, expressing their regret that it is not within their competency to give her double the amount, in consideration of her gallant services. At a recent interview with the board, Mrs. C. was asked what recompense she expected for the deeds of valor and high daring which she performed at the fall of Tampico. To which she replied—" Nothing but what I have already received—the approbation and gratitude of any adopted country."

my adopted country."

Mrs. C. is an Englishwoman by birth. Her answer is worthy of the noblest Roman matron in the best days of Rome.

Publics.

# Our Southern Correspondence.

CHARLESTON, (S. C.) April 23, 1851. Further Facts-Authorities and Considerations specting the Attitude of South Carolina, and the Dispositions of Great Britain-Movements in the other Cotton States-Northern Movements-Latter of Mr. Buchanan-The Presidential Question and the South.

While the Governor of South Carolina is out on a tour of inspection of the military organization of the State-while the local presses, with singular coincidence of sentiment, are urging forward the alternative of separate secession; it is lamentable to witness the supineness, the fatuity, the fanaticism, and the perilous incredulity of the North. But w endertake to say that even Mr. Webster will be convinced of the earnestness of South Carolina before another month is over.

There is no mistake that the surrounding South-

orn States are sufficiently convinced. Not only so, but the secession element is actually in process of resuscitation in Georgia, Alabama and Mississippi, and is already infusing fresh encouragement among the disunionists of this commonwealth; and there is, we understand, an extensive system of correspondences. is, we understand, an extensive system of correspondence going on among the secessionists of all the cotton States, comprehending the outline of a combined plan of secession, as the first experiment, and of the separate secession of South Carolina, if nothing better can be done. This system of operations, even in the separate action of this State, will involve the surrounding States; or, as Gen. Hamilton says, it [will "dragoon" them into the movement.

Of the dispositions of Great Britain towards this Of the dispositions of Great Britain towards this movement there is no doubt. We have satisfactory authority in saying distinctly and in the fullest confidence of its correctness, that the government of Great Britain is favorably disposed to the combined secession of the Southern States, or the separate secession of South Carolina; and not because it will give her a foothold for the abolition of slavery in the South, because that idea is perfectly absurd. The experience of my Lord Palmerston and her Majesty's government in the West Indies, has pretty effectively cured them of the philanthropic absurdities of Wilberforce, especially where they will not pay. Abolition is not the thing at all. Far otherwise. Great Britain desires free trade with the ootten States, and especially the monopoly, as far as reciprocal treaties can secure it, of the cotten ar as reciprocal treaties can secure it, of the cotton brade. And to gain this advantage, she will ratify a treaty of friendship, and reciprocity, and of alliance, effensive and defensive, down to the defensive engagement to protect, in case of necessity, the institution of slavery, rather than fail of her supplies

of cotton.

Upon this subject, we are assured there is an un-

Upon this subject, we are assured there is an understanding between the authorities of this State and the agents of her Britannic Majesty, which is calculated to encourage rather than depress the movements here for a separate nationality.

The proceedings in the Northern States among the politicians or all parties are very well adapted to give strength to the disanion tendencies so predeminant in this State, and so widely reviving throughout the whole South.

The speeches of Mr. Webster, and his letters, though powerfully spoken and ably written, do no exert the ground. They are hailed in the North as the very essence of conciliation; but they will not do; and in good time all the outstanding candidates for the Presidency will discover that to restore the Union to peace and good feeling, a broader platform—broader and longer and stronger than the compromise measures of 1850—will have to be built; and as we have heretofore intimated, the numework of this new platform will have to be of Southern live oak, and other Southern timber, or the cotton States of the South will be entirely out of the question in the next Presidential election. And what is more; it may come to pass, that the campaign of 1852 will be made the instrument for a combined plan of secession, unless some strong and makined plan of secession, unless some strong and ermanent indemnities for the past and securities or the future are conceded to the South. No man hereafter will answer for the South, or

for the safety of the Union, who shall attempt to stand upon a noncommittal platform like that of Gen.

Taylor. That sort of thing is out of the question absolutely. If Gen. Scott attempts it, in order to keep all straight with Seward & Co.; and if it should harmon that a Northern combination should seep an straight with Neward & Co-; and if it should happen that a Nortkern combination should elect him, the Union, even if the South waits till after the election, will be broken up. The Southern States cannot consent to give in their adhesion to a government of which Seward will be the prime minister, and Greelev the factories.

government of which Seward will be the prime minister, and Greeley the factotem.

No, sir: the cotton States intend to mould their evertures to the North, if South Carolina will agree; and if offered, they will be accepted or rejected at the hazard of secession. That is the very best which the Northern States can expect.

Mr. Buchanan seems to have some perception of the true state of things. His recent letter to the Virginia Gentral Southern Rights Association indicates his magacity. Had his plan of 36 30 for California been agreed upon by Congress, the very probable necessity of giving California ten millions for the agreed upon by Congress, the very probable neces-mity of giving California ten millions for it as a pease offering to the South, might have been avoided.

Macon, Georgia, April 11, 1851. Mason and the Interior-Railroads-Populatio

The Union and Politics, &c., &c., &c. Among the numerous and interesting letters fro all parts of the world, which you send out daily, through the columns of your unrivalled newspaper, I have not seen one from this place, and, as it is becoming one of the most important in the Empire State of the South, I have determined, if agreeable to yea, to furnish for your columns a letter occasionally, in regard to matters of interest occurring

In and around the city.

Imprimis, Macon is near the centre of the State connected with Savannah by the Central Railroad one handred and ninety-one miles in length. An other line of road, extending in a northwesterly direction, connects us with the Georgia and th State road, at Atalanta, one hundred and four mile

A third line branches off in a southwesterly d' section, fifty miles, penetrating the richest and most productive cotton country in the Union. A fourth productive cotton country in the Union. A fourth line is in process of construction to Columbus, and, ander the direction of that energetic and public spirited gentleman, Major Howard, will be completed in about twelve months. Macon will then to the depot of four great lines of railroad, connecting her with all portions of the State. The next water we are expecting to receive large additions he cur commerce, through the multiplied facilities of ingress and egress which are now afforded. Our pepulation is increasing with most actonishing rapidity; and, notwithstanding the many houses which have been creeted during the last year, theream not now a residence unoccupied in the city.

not now a residence unoccupied in the city. Everything in the future looks bright for Macon. Everything in the future looks bright for Macon.

The population now amounts to about eight thousand, and at the election for delegates to the conventien, gave a majerity of over two hundred for the Union ticket, whice will be greatly increased if the North stands firmly by the Compromise measures passed by the last Congress.

The Macon politicians exercise the same weight and influence in the Empire State of the South, as the Albany regency did in your noble State, but without any of the corruption of that world-renowned coterie.

oterie. It is here that the Union movement first commenced; it was in Macon that the hardest battle
was fought—and it was here the fire-ears received
their death-blow.

Mr. Howell Cobb will be the candidate of the

Mr. Howell Cobb will be the candidate of the Union party for Governor, and the convention which nominates him will also nominate Mr. Bechanan for the Presidency. A Southern whig, probably Jones, of Tennessee, will be placed upon the ticket with Mr. B. Georgia will not go into a mational convention, but act as a "guerrilla" in

the next Presidential campaign. Alabama, Mississippi, and Tennessee, will join in the movement, and by this means, if the election should be carried into the House, we shall control about forty votes for Mr. Buchanan, which he could not otherwise receive. Old party lines, in this State, are wiped out, and the old issues cannot be revived. The Union party, with a majority of twenty thousand votes in the State, are opposed to a general system of internal improvements. They are satisfied with the tariff of 1846; but, for harmony's sake, would acquiesce in some slight modifications. They are opposed to a bank, and to the annexation of Canada or Cuba. Upon this platform we shall rally, and, my word for it, the balance of power will be in our hands, and we shall exercise a controlling influence in the election.

and, my word for it, the balance of power will be in our hands, and we shall exercise a controlling influence in the election.

Hon. A. H. Chappell, formerly a member of Congress from this State, will be returned from this district (the third), in the stead of Mr. Owen, appointed Consul to Havana. The first district will probably be represented by Mr. Bartow, of Savannah. In the second, Gen. Eli Warren, of Houston, I think will be elected. From the fourth, Hon. Charles Murphy, of Dekalb, is spoken of as a candidate. In Hackett's district Mr. Chastain, of Gilmer county, will be the Union candidate, and will be elected. Mr. Cobb's district will be represented by Mr. James Jackson, of Walton, or Mr. W. H. Hull, of Athens, the first a cousin of Mr. Cobb, and the latter his bosom friend and law partner. Mr. Toombs will go back, and is the only one of the old members who will be a candidate. In Stephens' district, a contest is understood to be going on between Mr. Reese, of Morgan, and Col. A. H. Kenan, of Baldwin—I think the latter will prevail. Our whole delegation will be thoroughgoing Union Compromise men.

It is understood among the knowing ones, that Mr. Stephens is nolding back for Mr. Berrien's seat in the Senate of the United States; and if so, he stands a fair chance of ousting the old fox. Judge Berrien is truly an unfortunate politician, for after waiting even longer than Stephens did last summer to see which was the strong party, he missed the figure and fell on the wrong side of the fence, and so now doubted by the Fire Eaters, and openly disclaimed by the Union men. As things progress and come to a head, I will post you up, if desirable, under the signature of ...

under the signature of

New Onleans, April 17, 1851. Internal Improvement Convention—The New Or-leans and Jackson Railroad—The Expected Arrival of Parodi—The Coatzacoalco River—Sporting

Intelligence, &c. The advent of two important features were looked for yesterday-the arrival of Parodi, and the meeting of the New Orleans and Jackson Railroad Con vention. The latter, however, only took place. The Convention was held in the Lyceum Hall of the Second Municipality, the largest room in the city, and where Parodi is to give her concerts. large number of delegates were in attendance, for Louisiana, Mississippi, Tennessee, and Kentucky The convention was organized by the appointment of Mr. James Robb as President, ten Vice President, and four Secretaries. Mr. Robb is one of our most wealthy bankers, and is a friend of all railroads generally. On taking the chair, he alluded to the great importance of the object before the Convention, the great advantages to be derived from it, and said that it was the system of internal improvements through which the North was enabled, by its competition, to rob us of a sustenance which alone belonged to New

North was enabled, by its competition, to rob us of a sustenance which alone belonged to New Orleans. He urged that no effort should be lost which could tend to regain for it a prosperity which its natural advantages had destined it to enjoy. He said that Louisiana should rank as the flag State of the South; but that, unless her interests were preserved by iron bands, and her advantages secured to her, she must dwindle down to less than the sequestered and isolated State of Arkansas. He concluded by stating that the ends and the means for carrying out the railroad should alone be looked to, and that all sectional interests and feelings should be thrown aside.

The delegation from Vicksburg had supposed the Convention was a general one, and had come down to present their plan for a railroad from Jackson to Selma. Being doubtful of their position, they addressed a letter to the Conventiou, to know on what grounds they were to be admitted, and, if at all, with the full powers of delegates? After some discussion on this point, they were admitted. A resolution was then offered, to refer the projects of the New Orleans and Jackson Kailroad to a committee composed of different delegates, for their report. An amendment was offered, ambracing all other plans in which the city of New Orleans was interested, including the Vicksburg and Selma road, the Jackson and Canton road, and the Opelousus and Attakapas road. This was strongly objected to by the New Orleans and Jackson delegates. The Vicksburg delegation, for instance, were for leaving the hall at once, if they were to be charged with interfering in any manner with the New Orleans and Jackson Railroad. The members from New Orleans and Jackson Railroad between them and the outsiders, or other delegates. The Vicksburg delegation, for instance, were for leaving the Molecular other projects for building a railroad from Ne

There are three routes before the convention, and all have strong advocates. One is, to commence the line at Madisonville, across Lake Pontchartrain the line at Madisonville, across Lake Pontchartrain, and to connect with this city by steamboats. Another route is around the banks of Lake Maurepas to the Mississippi line. And a third route, and which I think the most feasible, is, to run from New Orleans up the banks of the Mississippi river to Baton Rogue, and from thence to diverge and run a straight line to Jackson. This route will certainly be more beneficial to the planters of Louisiana on the coast, if not to the cotton planters of the greatest portion of Mississippi, and I think it will be adopted. The convention held an evening session yesterday, and adjourned until this morning. A better spirit seems to prevail to-day, and things are going on smoothly. I will advise you of the result in my next.

better spirit seems to prevail to-day, and things are going on smoothly. I will advise you of the result in my next.

Parodi is expected here to-day, and by farthest, to-morrow. Preparations are being made, by a large number of our Italian citizens, to give her a handsome reception on her arrival, and a serenade at night. She has had apartments taken for her at the St. Louis Hotel.

Col. Eartlett, U. S. Commissioner of the Mexican boundary, left here yesterday, to join Col. Graham, of the Engineer corps and chief of the Astronomical corps, at El Paso. The line will be run from El Paso to the head waters of the river Gila, and from thence across to the Pacific.

A gentleman who lately arrived from the Coatza-coalco river, informs me that the adjacent country produces the finest mahogany in the world, and that he met a British bark coming out of the river with a full cargo. The trade will certainly become very valuable, and our enterprising Yankees should take measures to secure it. The fact is, in this regard, we are generally behind hand, and it only goes to show the imperfect organization of our consular system. The British locasuls are not only paid handsomely—for instance, the English Consul at Vera Cruz gets \$750 a year—but they are made to give every possible degree of information relative to the country in which they live, and take all the advantages of trade and commerce that come in their way; and when they cannot do things fairly, they play the "Chatfeld game," and do it foully. Our consuls, on the other hand, get barely enough to keep them from starving, and instead of attending to the duties of their offices, and studying the interest and policy of the home government, they neglect it by trying to make a penny or two some other way. For as great a country as ours, we certainly have the meanest and most penurious government on earth. Our consular system wants a complete overhauling, and radical changes should be made.

A man by the name of William Reed, alias J. W. Davis who had represented himself as

complete overhauling, and radical changes should be made.

A man by the name of William Reed, alias J. W. Davis, who had represented himself as a cotton broker up in the Washita country, and in the parish of Bienville, succeeded in purchasing cotton to the amount of some \$60,000 or \$80,000, with counterfeit \$50 bills on the Union Bank of Louisiana. He had shipped the cotton to a New Orleans house for sale (Williams, Phillips & Co.), and in the country had represented himself as Mr. Williams, one of the firm. He had also swindled the house of Cleeveland, Brothers & Co. out of \$500, by a forged draft. The accomplished speculator, swindler, and forger was arrested yesterday, and committed for examination.

was arrested yesterday, and committed for examination.

The second spring meeting of the Metairie Course races closed on the 15th instant. It was the four mile day, the purse \$700, and three of the cleanest limbed and swiftest footed nags entered for it that can be soared up, viz.: Charmer, Louisd'or, and Rigadoon. The day was delightful, the track in splendid order, and greater excitement prevailed than has been known for some years. It is estimated that there were 3,000 persons on the track, and for New Orleans "that's some." A large number of ladies were also in attendance. What made it more exciting, there were four heats run, and one dead heat, so decided, between Charmer and Louisd'or, though hundreds swore that Louisd'or had wen it by a clean nose and saddle. Rigadoon jell lame in the early part of the action, and was crawn.

Our Eastern Correspondence. BOSTON, April 25, 1851. Some Idea of the Election of Summer-The way i was accomplished—What sort of a man is he!— Massachusetts Politics.

I suppose I can safely take it for granted that the

elegraph has made you acquainted with the close

of our senatorial conflict, by the election of Mr.

Sumner. During the two days of final conflict, the town was excited, for it was known on Wednesday

morning that not only were the Summer men in

larger force than they had generally been on balloting days, but also that one of the whig members from Fall River had resolved to obey the instructions sent to him by his constituents, to vote for the contition candidate, and that one of the hunker democrats had left the State on business in another part of the Union. The whigs, therefore, were much cast down, and when, at 2 P. M., it was proclaimed that Mr. Sumner was chosen, they were measurably prepared for the announcement; but their spirits were raised on learning that this was a false report, it appearing that a vote, which had been counted a blank by the committee, was not viewed in that light by the House. Shrewd men, however, among the opponents of Mr. Sumner, regret this decision; for if the vote of Wednesday had however, among the opponents of Mr. Sumner, regret this decision; for if the vote of Wednesday had been allowed to stand, the right of that gentleman to the seat might have been contested in the Senate, and the whole proceedings quashed. Viewing the matter in this light, the coalitionists were quite ready to give the matter up, and to abide the result of further trials. The remainder of the day was spent in unsuccessful ballotings. On Thursday, both parties rallied, and on the second balloting Mr. Sumner was chosen. Great was the shouting at the Commonwealth office, while the Transcript consoled itself by saying that Mr. Sumner, in all respects, save one, (opposition to the Fugitive Slave law.) is a whig,—a statement too ridiculous to be contradicted here, but which it may be as well to notice for people elsewhere. Mr. Sumner is not a whig, and even if he had been one at the commencement of the contest, he would be something more or less than a man. He has encountered every possible opposition at the hands of the whigs, and owes his election to democrats, and he will not be found voting in the Senate for whig measures. One of the great charges advanced by our free selers against the whigs is, that they passed the Fugitive Slave law for the purpose of getting an amendment to the tariff in the protective direction; and now we are told that Mr. Sumner is to aid them in earrying out the scheme! Any such idea is the height and depth of absurdity combined, and can be seriously entertained only by the merest of drivillers. All the aid that the cottonocracy shall receive at the hands of Mr. Sumner will not advance their purposes the millionth part of an inch toward realization. On all the great points at issue between the two parties, Mr. Samner, unless his most intimate personal friends are the greatest liars in Christendom, will be found acting, and voting, and speaking with the democrats. He belongs to that new class of public men who are fast coming upon the stage of active life, and who would as soon think of avow been allowed to stand, the right of that gentleman been elected to the Senate under almost any combination of circumstances. He will not vote, on matters concerning that question, any ways different than Mr. Winthrop would have voted thereon, had he been elected; and between Mr. Summer and some whigs of identical views with Mr. Summer and some whigs of identical views with Mr. Winthrop, the legislature was compelled to choose. As to electing an old-fashioned democrat, nothing short of a miracle like that which clothed the dry bones with flesh, and made them live and breathe again, could have effected that. Was it very likely that such a miracle would be vouchsafed! and if not, was it worth while waiting for its occurrence! One chance only was there for electing a hunker democrat: the whigs could at any moment have united on Mr. Hallett, and have chosen him, so far as the House was concerned, supposing the hunker democrats to have united with them; but then the election would have been prevented by the Senate, which would have sooner gone over to the Somerville Lunatic Asylum for a candidate than have adopted the learned Commissioner. Still, the whigs, by electing him in the House, could have given a splendid proof of their devotion to the Union, and of their attachment to the Fugitive Slave law, of which he is the sworn, and called, and chosen champion in Massachussetts: a perfect Armidas de Gaul, a veritable Cid, a downright (but very fat) Don Quixotte de la Mancha—la wirg and spectacles.

right (but very fat) Don Quixotte de la Mancha—in wig and spectacles.

To the South, Mr. Sumner's election is rather a gain than otherwise. The friend and advo-cate of a liberal commercial system, he will fa-

To the South, Mr. Summer selection is rather a gain than otherwise. The friend and advocate of a liberal commercial system, he will favor those interests which are most benefited by free trade. Had Mr. Winthrop been shosen, there would have been another friend of the protection humbug sent to the Senate, whose votes on the slavery question would have not differed from those which Mr. Summer will cast.

It was amusing to watch the under current of political intrigue which was going on during the last hours of the Senatorial contest. Mr. Mills, of Springfield, who has been doing the work of Governor Morton, made a desperate effort to prevent the election of Mr. Summer, just before the last vote was taken. He proposed that the voting should be viva voce, his object being to frighten any whigs from answering "Charles Summer" to the call of their names. Had this motion been carried Mr. Summer would scarcely have been chosen yesterday, for it requires pluck for a whig to say in just so many words what he can do in a quiet way. Even the Fall River votes would all have been given to Mr. Winthrop, had this motion prevailed. Mr. Mills has been expecting that Mr. Summer would be dropped, and that the coalition would be forced to unite on himself. He used to be a hunker democratic party of Jackson and Van Euren's time, the same department that Mr. Noah Chaypole so admirably filled in the establishment of the respectable Mr. Fagin. He did n't succeed, this time, the same department that Mr. Noah Chaypole so admirably filled in the setablishment of the respectable Mr. Fagin. He did n't succeed, this time, in his laudable attempt to serve the State.

Rumor says that his Excellency the Governor exerted himself very strenuously to effect Mr. Sumner's election; and the whigs, who have hitherto dealt very leniently with him, are now cursing him right and left for his supposed interference. Democrates say, that if he has really been the means of electing Mr. Summer, he had better have interfered three months ago, and so have saved

soilers declare that they owe nothing to him, the time having long since passed when he had any influence to exert. You see that he has cleverly contrived

soilers declare that they owe nothing to him, the time having long since passed when he had any influence to exert. You see that he has eleverly contrived to effend all parties.

The work of removals is going on with some briskness. In the Middlesex district, Mr. Frain has been removed, and his place conferred on Mr. Farr, a free soil lawyer of Lowell. Report has assigned the effice of Attorney General to Mr. Rantoul, supposing he shall not be elected to Congress from the Second district. It is understood that there will be new elections ordered in the vacant districts immediately. Mr. Beard, of Lowell, (dem.) it is said, will be appointed Registrar of Probate for Middlesex, in a few days. He is one of the three democrats who stepped aside, last fall, and permitted a new Senatorial ticket to be formed, more favorable to the free soilers than that originally formed. Mr. Robinson will be appointed Sheriff of Essex, it is generally supposed, as soon as the Legislature shall have adjourned, he being a member of the Senate.

The free soilers had "great times," rejoicing over their victory, last night, at which a good deal of what Mr. Webster would call "jubilant oratory" was uttered. In the country, much powder was burnt. The whigs say that, on the whole, perhaps it is all for the best, as they would, in case Mr. Sumner had not been elected, have been compelled to go into the State context on the pure question of sustaining the Fugitive Slave law; whereas the bat-

to go into the State contest on the pure question of sustaining the Fugitive Slave law; whereas the bat-tle can now be fought solely with reference to local affairs. Cotonna.

BRIDGEPORT, April 22, 1851. Travel on the New Haven Railroad-The Complaints

of Passengers.
I wish, through your extensively circulated paper o call the attention of the directors of the New York and New Haven Railroad to the miserable accommodation for passengers at their depot in Bridgeport, and their bad arrangement for the departure of the 10 o'clock, 20 minutes, A.M. train, to New York.

As the express train from New York is due at this place the very moment the above named train is to leave, it is necessary for it to pass on the turnout, outside of the main track. The instant the express train moves on immediately follows tae

sengers and the train which is to take them to New York. The conductor sings out "All them to New

york. The conductor sings out, "All on board for New York." when a number, from fifty to seventy-five, rush for seats from that spacious saloou, (which this company, in common with the Naugatuck Railroad Company, hire from the Housatonic Railroad Company, through the ticket office, and out of a door two and a half feet in the clear (provided it is not obstructed by the caroasses of some of those loafers which are daily there, staring ladies and modest men out of countenance) passing on the platform, jumping down to the main track, wading through the mud around the rear of the Naugatuck train, and climbing some 2½ feet, to the first step leading to the platform of the cars.

This operation occurs daily; but I write this more particularly from the position in which I was placed to-day. Having three ladies and two children under my charge, to see safe on board, I attempted to do so the instant the call was made for the passengers. Fortunately, we made our egress from the saloon, passed through the mud around the rear of the Naugatuck train, and rose out of it, through mid air, some three feet, on to the first step, and landed safe on the platform of a car, when, to my surprise, I found it in motion. Having a child in my arms, I hastily crowded it into the car, and turned to make my escape, when, to my consternation, the way was obstructed by three ladies on the platform, two gentlemen on the steps, and two others clasping the railing, endeavoring to mount the step. Having no time to lose, I plunged, and landed where, if you will take the trouble to look, you will see a full length portrait of your humble servant,

Our Curacoa Correspondence.

## Our Curacoa Correspondence.

CURACOA, March 27, 1851.

Some Interesting Particulars of the Island of Curacoa It may be interesting to some of the readers of your widely circulated paper, to give them some idea of this but little known island. It is situated directly in the course of the southeast trade winds, and is consequently one of the most salubrious climates in the world, the thermometer ranging alternately from seventy-eight to eighty-six. It is in the immediate vicinity of the islands of St. Thomas, St. Croix, St. Domingo, and Porto Rico; and Maracaibo, Porto Cabello, Laguayra, and Cora (ports en the Spanish Main). The small quantity of rain that falls here contributes much to the health of the island, and the vegetation is very limited in consequence—so much so, that little or nothing is exported in the way of fruits. Its principal exports are sait (which usually is raised in large quantities), goat skins, hides, cochineal, and dyewoods; its imports consist chiefly of American produce and domestics, although considerable business is done with the neighboring islands, and some with the mother country (Holland). Its government is very liberal; its harbors are excellent; the duty on imports of all kinds is only one per cent; and on vessels coming here in ballast, and taking a half or whole cargo of salt, they pay no port charge, thus laying out an inand is consequently one of the most salubrious cli-

here in ballist, and taking a half or whole cargo of salt, they pay no port charge, thus laying out an in-ducement to trade which few other islands offer. The dimensions of the island are about forty-six miles long and about ten miles wide. Its popula-tion is about sixteen thousand. Of that number about one-third are slaves; the remaining two-thirds consist of Protestants, Catholies, and Jews. JUSTICE.

### Our Pacific Ocean Correspondence. ON BOARD STEAMER BOLIVIA, PACIFIC OCEAN, March 6, 1851.

The English Mail Steamers in the Pacific .- Americans in South America-Shipments of Specie-The Inhabitants-The English Officers.

On the 26th ultimo I found myself a passenger from Valparaiso, on board, bound for Lima; and supposing that a few notes from the stray leaves of a Yankee traveller might amuse some of our friends at home, I have again made an effort to

friends at home, I have again made an effort to address you.

This stemmer has been on this station about one year, and is magnificently fitted up, and complete in every respect. I have heard many complaints previously, of the fare on this English line of vessels between Valparaiso and Panama, but I am sure if the living in this boat is a specimen of the whole, they are utterly groundless. The steamer leaving Chile on the 26th of every menth carries the English mails, and proceeds direct to Panama, still calling at all the intermediate ports in Chile, Bolivia, and Peru. We arrived in Callao on the 8th.

The climate on this coast is the most beautiful of any I have ever seen; but when you have said this, you have said all. As far as I have had an opportunity of judging, Chile appears to be far more fertile than either Bolivia or Peru, but not equal to our own highly favored land. I found that in Chile nearly all those engaged in the flouring mills are Americans. Some of them have realized large fortunes, and all are doing well. In fact, the larger portion of the business of all kinds transacted here, is effected by foreigners. The German, English, and French, have all of them large houses here, and latterly, we Yankees are coming in for our share. A few years will make a vast difference in this respect.

We have on board a large amount of silver, in bars

A few years will make a vast difference in this respect.

We have on board a large amount of silver, in bars and specie, intended for England. This company, until recently, has had the exclusive right to run steamers on this coast; but this monopoly is now done away with, and in a short time the natives hope to see a few American steamers on the same station. The price of passage, a few yearsago, was very extravagant; but recently a more liberal tariff has been adopted. We pay new \$70 from Valparaiso to Callao, and \$120 thence to Panama. We left port with 107 cabin passengers, many of them for Copiapo, a Chilian port, and where the silver mines are now very rich; but at all the ports in the Southern Pacific large shipments are made of either copper or silver.

silver.

I was much disappointed in the appearance of the natives in Peru; especially the women, are very dark, there being a considerable admixture of Indian and negro—the former I think an advantage, but not the latter. We have all the fruits of a tropical climate in abundance and cheapped to the world. A great number of Californians have been down on the coast the last few months, to escape the winter there, mest of whom have now returned. Competition is much wanted here; and were a line of American steamers established here; is the epinion of many influential merchants, that they would obtain a large share of business, for this company is not in as good repute as it might be, for more reasons than one; and justly so, too. All the officers on this line are British subjects; and they have not the urbanity and kindness towards their passengers, for which our Yankee captains are so justly celebrated. Of course, now I only speak from my own personal observations, although I have heard the same remark made by every American who has ever travelled by these boats, and other foreigners, also. But aboard the Bollvia, with the exception of the captain, (who promenades the poop before breakfast, with his kid gloves, all slick and tight, never deigning to exchange a word, except with a privileged few, and Englishmen) no boat could possibly have a finer set of officers than we have. Mr. Joy, the first officer, and Mr. Abercrombie, the purser, are at all times attentive to the wants and wishes of all.

Our captain, (Captain Williams) I am informed, proceeds te England immediately, to bring out a new steamer for this line.

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proceeds to England immediately, to bring out a new steamer for this line.

I scarcely know how to convey to you an idea of the sterility of the whole of this coast, so far as I have at present seen it. I can say that nothing grows upon it, for leagues and leagues—not a tree or shrub of any-kind. In the port of Coquimbo there is not a vestige of anything green, and very little water. In some of the Peruvian ports, they have no water, except what is brought from a great distance from the interior; and during the whole year it never rains. Still, the people appear to be happy, and the priests are fat and good natured, and to a stranger, will extend every hospitality and kindness.

kindness.

On board we have, as passenger, Senor Don Bernardo Toro, minister from Chili to Peru; speaks English, and is, without exception, one of the most perfect gentlemen I have ever met with; resembling much, I am told, the Chilian minister at Wash-

With the exception of California, there is no With the exception of California, there is no place I have seen where enterprising men can realise so much money as they can in these countries of the Pacific. In a few years we must see a very great change. Americans are gradually coming into these parts, and wherever they settle down, their influence is felt, and they are respected. With few exceptions, they all do well, mechanics especially. Peru is dependent upon Chili, almost entirely, for her flour, although at the present time a few mills are erecting in Peru, but the wheat is chiefly imported from Chili.

Our steamer is of 800 tons burthen, and of 275 horse power; but eight knots, or eight and a half, is as much as they can possibly get out of her. Two engineers have been sent from Glasgow, where the boat was built, to see if they can improve her speed.

As Cantinological Curiosity.—A few nights since, a mammoth bird, closely resembling the famous stork, was enplured on the plantation of Mr. Griffith, near Vernon, Ind., on the Mailson and Indiamapolis Railroad. The night was unusually stormy, when this feathered stranger came hovering about the trees, and finally lighted on a branch near the ground, when it was attacked, and engaged in a very singular fight with a couple of watch dogs. Their loud and repeated barking aroused Mr. G. and family, who managed with difficulty to run the bird into a smoke-house, when it was secured and brought into this city, on the Madison packet, yesterday. It measures five fact, when standing erect, and eight feet six inches from the tip of one wing to the other, when spread. We understand it is the intention of the owner to sell it to the proprietor of the Menagerie. Such a bird is a stranger in these parts.—Cincinnuts Enquirer, April 23. AN ORNITHOLOGICAL CURIOSITY.-A few nights

The Tchuantenec Boute.

The annexed translation from a Spanish has been kindly furnished by R. W. Moade, Esq., U. S. N. It will be found useful and interesting :

U.S.N. It will be found useful and interesting:—
Annals of the "Ponts et Chausse's," Vol. 7.
Extracts from Article No. 102—Istmus of
Panama—A Memoir, by Mons. Michel ChevaLier, Engineer-in-Chief of Mines.
In enumerating the lines which may be viewed
as worthy of examination with reference to the
proposed communication between the two occans, as
five, he describes the

1st—"Commencing at the north, there is, first, the
Isthmus of Tehuantepee, where the Guascoaleo and
Chimalapa rivers, running in opposite directions,
empty themselves respectively in the Atlantic and
Pacific Occans. The distance between the two
occans, measured on a straight line, is estimated at
220 kelometres." or 1363 miles.

220—" More than midway to the other extremity
of the hemi-circle, described by Central America,
we find Lake Nicaragua communicating with the
Atlantic by a fine river—the San Juan de Nicaragua—and situated in the centre of the country, like
a prolongation of that occan, which thus seems to
penetrate within two or three myreametres of the
Pacific," or 18 § miles.

FIRST LOCALITY INDICATED FOR PIERCING THE
ISTHMUS.

Isthmus of Tehuantepee and Guasacoalco.—" At

FIRST LOCALITY INDICATED FOR PIERCING THE ISTHMUS.

Isthmus of Tehnantepec and Guasacoalco.—"At this point the Mexican plateau is depressed to a remarkable degree. From an elevation like that of Pyrenean peaks, it deseends to a level that may be compared to that of Lake Beauce: it is crossed by the valley of a broad and deep river—the Guasacoalco—which curves, first, in a direction parallel to both sea shores—that is to say, the east and west coasts—then continues northward until it empties into the Gulf of Mexico." (Plate 65, fig. 1.)

The harbor forming the mouth of the Guasaco-alco is one of the best found at any of the rivers emptying into the Gulf—better than that of the Mississippi itself.

aleo is one of the best found at any of the rivers emptying into the Gulf—better than that of the Mississippi itself.

In the time of Cortez, attention was turned towards this isthmus. After Cortez, people were much taken up with the project of opening a canal there; but it was no more thought of after an unexpected discovery made in 1771.

Among the artillery of the fortress of San Juan d'Ulloa, at Vera Cruz, there were recognized some cannons cast at Manilla, in the Phillipines. Now, before 1667, the Spaniards neither doubled the Cape of Good Hope nor Cape Horn in order to reach the Phillipines, but carried on all their commerce with Asia across Mexico, by the galeon of Acapulco. It could not be conceived how these cannons were brought from Manilla to Vera Cruz—how they crossed the Mexican continent; for it was impossible to carry such heavy burthens from Acapulco to Mexico, and from there to Vera Cruz—it was finally found, written in a chronicle of Tehuantepec, that these cannons had been brought from Manilla to Tehuantepec across the sea, and thence by way of the isthmus, ascending the Chipalapa as high as pessible, and then crossing by land to the point where good navigation commenced on the Guasacoalcos. The public attention was forcibly struck with this relation.

The viceroy. Don Antonio Bucareli, gave orders

high as possible, and then crossing by land to the point where good navigation commenced on the Guasacoalcos. The public attention was forcibly struck with this relation.

The vicercy, Don Antonio Bucareli, gave orders to two engineers—Don Augustin Cramer and Don Miguel de (Coral—to examine the route in detail. Their exploration was very imperfect: they took no levels—they determined no heights—and their conclusions in favor of a canal between the two oceans by that route, were strongly tainted with the premature public enthusiasm, notwithstanding that they knew that by the Guasacoalco two-thirds of the Isthmus is crossed with difficulty—that the port of Malpacco, (which is just above that of la Cruz, and situated at the confinence of the Saravia,) would still be 22 Castilian leagues from the sea (about 110 kilometres) or 57.6 miles, and that no river communicates between the two oceans.

They showed the difficulty of terminating the canal at a good anchorage on the Pacific. Up to this point they were correct, but all after was error. They entertained the opinion that a canal joining the Chimalapa to the Guasacoalco could be constructed without locks or inclined planes.

By the last surveys, which were made towards the close of the 18th century, under the vicercy Revillagigedo, an intelligent man, full of ardor for the public good, who exerted himself, not for a maritime

by the last surveys, which were made towards the close of the 18th century, under the viceroy Revillagigedo, an intelligent man, full of ardor for the public good, who exerted himself, not for a maritime canal, but for a practicable line for boats or large canses, a canal joining the Chimalapa and river del Malpapo, a branch of the Guasacoalso, would have been about 25 kilometres long.

When the wars of the French revolution were terminated, in 1814, the Spanish Cortes, on the suggestion of a Mexican deputy, Don Lucas Alaman, since Mexican Minister of Foreign Affairs, ordered this canal, but the Mexican revolution soon breaking out, the order was never carried into effect.

Shortly after the achievement of Mexican independence, that government detached Don Juan Orbegoso, a general of talent, to make explorations. That learned officer commenced the work in 1825. He took some astronomical observations for the determination of latitudes and longitudes. He measured the elevation above the sea, not by levelling, but by the barometer, an instrument capable of

sured the elevation above the sea, not by levelling, but by the barometer, an instrument capable of giving remarkably close approximations, even in equinoxial regions; but unfortunately the barometer used by him was not of the proper construction. The isthmus, measured from the shore of Tehuantepec to the bar of the Guasacoalco, has a width of 220 kilometres, about 136% miles. The lagoons communicating with the ocean, and which lie in the west of Tehuantepec, one behind the other, reduce the land distance by about at least 21 kilometres. The Guasacoalco has thirteen feet on the bar, at The Guasacoalco has thirteen feet on the bar, at low water. Even a Spanish ship of the line, the Asia, driven by a storm, not long since entered the river. The bar is immovable and short, and once passed, there is depth enough to float ships for a dozen leagues. It can easily, for large river boats, be rendered navigable at all times, up to the con-

river. The bar is immovable and short, and onee passed, there is depth enough to float ships for a dozen leagues. It can easily, for large river boats, be rendered navigable at all times, up to the confluence of the Saravia, which is half way between the two oceans. It is thought that a lateral canal ought to be dug, commencing at Piedra Blanca (or Pena Blanca,) and ascending to the Saravia, which is fifty-five kilometres long, in a straight line. The soil is principally loose and argullaceous—easy of excavation. Between these two points, the course of the river is very sinuous, and a canal will shorten the distance one half. Strictly speaking, however, a permanent river navigation will be possible almost throughout, not only to the Saravia, but to the Malpapapo. Above that, an entirely artificial canal is indispensable.

The summit level, which is much nearer the Pacific than the Atlantic, is very low in the isthmus. South of the Chivela, we find a pass that is but 250 metres above the sea. The pass of Saint Michael de Chimalapa is 333 metres. Such elevations can be overcome by a canal. The height of the mountains does not, then, present an insurmountable obstacle to the passage of a canal between the two oceans, provided a sufficient quantity of water can be obtained at the summit. But the report of General Orbegoso overthrows all hope of a regular and good river navigation in the Chimalapa, or other water courses falling into the Pacific.

The Chimalapa is only practicable for canoes during the rainy season. At San Miguel de Chimalapa, which is forty or forty-five kilometres from the lagoons adjacent the ocean, and even thirteen kilometres lower, the channel is dry for one-third of the year. The soil being permeable, and the small valleys very open, it will not be easy to establish great reservoirs for collecting rain in the absence of river water. Even on the slope of the Pacific, the canal must be fed from the waters of the Guasa-coalco a little above Santa Maria, in order that it might flow naturally to S

the want of a good port on the Pacific remains to be supplied.

Tehuantepec hardly deserves the name of road-stead. It is approached by two successive lagoons about five metres deep—the first is very long in the direction of the sea coast, the other, close behind the first, is likewise parallel to the sea, and much shorter, but still about 17 kilometres. Since the close of the 16th century, Tehuantepec has been but little frequented. The ocean is constantly retiring from its shore. The anchorage becomes every year worse. The sand continually depositing from the Chimalapa, upon the bar, where the first lagoon empties into the second, increases its longth and diminishes the depth of water; and already Tehuantepec is accessible only to schooners.

The project of joining the two oceans by the Isthmus of Tehuantepec, has not yet been abandoned.

oned. It is now two years since the Mexican government entrusted the undertaking to Don Jose Garay; but he is not attempting a maritime canal, which would be like making an arm of the sea. The plan is infinitely more modest. It is to improve the channels of the Guasacoaleo and Chimalapa for steamboats, and to connect them by a railroad.

Entron of the Panara Stan:

Sir—In the Star, of the lith, you suggested the naturalisation of several foreigners residing in this city, as citizens of this republic, for the purpose of rendering them qualified to be elected to the legislative body of this province, with the ulterior view of obtaining ceats in the Congress of the republic of New Granada, as a measure of policy to reform the laws of the land to more suitable ones to the age we live in. Among the names you mention is mine, and, in concluding your remarks upon the subject, you say: "What say you, goatlemen, to our suggestion? I sit not worthy of consideration?"

In answer to this call, I beg leave to say that the subject referred to is worthy of the most serious consideration, and that I, after taking the same under advisement, and due deliberation in my mind, have come to the following conclusion:—

I am convinced of one thing to be a positive fact, and that is, that a foreigner is and ever will be a foreigner everywhere, although he be rearred up and educated from his tendor infancy in the land of his adoption, and although he hath expended his fortune, devoted his most useful days, and even suffered the loss of his limbs, in the defence of his adopted country's rights, yet the appellation a "foreigner," (estrangeo) as contemptuously styled at times, especially when aspiring to official distinction or matrimonial preferment, will nover be lost sight of by the eye of envy, as a stigma to divest the individual of his good qualities, eclipse the brilliancy of his meritorious services, or to awaken suspicion and distrust in the breasts of the native etizens, relative to his dielity to his adopted country, or the stemess of his integrity.

I speak advisedly and feelingly upon this subject, so far as concerns my humble self, having on a previous occasion, prompted by similar noble motives, as you indicate in pair editorial, exchanged my citizenship of the United States of American citizens for that of the Republic of Mexico, where, as such citizen, I h

dress or relief.

As you have called upon the gentlemen whom you have cancer upon the generalized, to say you have suggested to become naturalized, to say something of the subject, I, as one, deem it my duty to define my own position, which you will please no-tice as an answer. I am respectfully yours, PANAMA, March, 1851. George Fisher.

Coal Beds in New Granada.

[From the Panama Star. March 21.]

Statements have been published from time to time, of the existence of large coal beds on the Isthmus of Panama. The fact is one of the greatest interest and importance, from its connection with the projected railroad across the Isthmus, as well as with the lines of steamers established on the Pacific coast. We have seen some extracts from a report upon the subject, made by Wm. W. Ridley, Esq., a civil engineer of New York, who was perfectly familiar with that entire region of the country, having been employed by the projectors of the Panama Kailroad, in making a survey and exploration of it.

tion of it.

It will be seen that Mr. Ridley found bituminous

It will be seen that Mr. Ridley found bituminous coal of most excellent quality, and in the greatest abundance, upon a penisula of the Bay of Chiriqui, which lies some distance above the proposed termination, on the Atlantic side, of the projected railroad. The vicinity, moreover, seems to abound in the richest productions of nature, vegetable, animal, and mineral, and according to Mr. Ridley, it presents a rich, and as yet an entirely unattempted field for adventurous enterprise.

A striking fact set forth in this report, is the existence of a practicable route across the isthmus, at some distance above the one which the Aspinwall road will take, and which seems to possess many remarkable advantages. Its extent is stated at eighteen leagues; it has a large and excellent port at each extremity, and a wagon road may be opened throughout its whole extent, according to Mr. R., for the comparatively small sum of \$50,000. Such a road has already been commenced, under a grant from the government of New Granada, but the work upon it has been suspended for the want of funds.

# The Conspiracy against Haytt. [From the Boston Traveller, April 26.] By later advices from Hayti, received in the

we have a more connected account of the late plot to overthrow the existing imperial government of Hayti, and to re-establish the republic. In the first place, the conspirators were blacks, and not mulat-toes. It appears that several extensive robberies had occurred at Port au Prince and Cape Haytien, and the government was convinced that these robplace, the conspirators were blacks, and not mulators.

toes. It appears that several extensive robberies had occurred at Port au Prince and Cape Haytien, and the government was convinced that these robberies had something to do with a political movement. Among others, the government treasury was robbed of a large ame ant. Of course the police there were wide awake to catch the perpetrators of these extensive and successful robberies. It appears, according to the accounts, that on a certain night, one of the soldiers was robbed of his shirt. He stopped a man whom he suspected of the robbery, and instead of finding the stolen article, found a large sum of money. The prisoner offered his captor a considerable amount to let him go, but the officer of the guard hearing the noise, came out. The prisoner had then two men to bribe—and while he was about it, the police, who were not far officame up. Some reasons led them to suppose that the officer of the guard had a part of the money which the prisoner had had in his possession, and he also was arrested. In scarching his residence, documents were discovered which brought to light the whole conspiracy. It extended all over the island, and many leading blacks were implicated. In addition to the arrest of a large number at Port au Prince, including one or two of the ministry, about one hundred were arrested at Cape Haytien, including several in office; also the Commissary of Police at Gonaives. At or near the capital, the Minister of Public Justice and several of his follow conspirators have been shot; also several of this ellow conspirators have been shot; also several of these arrested at Cape Haytien. It is supposed that many more would suffer the penalty of death.

Kelative to the demand made by Conn. Parker, of the Saranae, for damages for the illegal imprisonment of Capt. Mayo of the Leander, we learn that the Haytien government informed him in substance, that they were willing to pay Capt. Mayo some compensation, but refused to give the sum demanded for the detent

at Washington. We hear that the Haytien government refuses to

We hear that the Haytien government refuses to pay the claims—to a large amount and of long standing—in favor of American merchants, to which Mr. Green, and more latterly Mr. Walsh, has been deputised to call their attention.

Mr. Walsh, the American commissioner, has left the capital in the steamer Water Witch, for other parts of the island. What was the result of his negotiations, in conjunction with the French and English consuls, to induce Soulouque to settle the quarrel between the Haytiens and Dominicans, is not certainly known, but the story is that the project has entirely failed. It was the general opinion that Soulouque was never more powerful on the island than at the present moment. He exhibits great-sagacity in all his movements.

Tragery in South Carolina.—It becomes our duty to record a tragedy that was enacted in our viliage yesterday. The parties engaged in it were Elisha W. Harris, Dr. Platt Croom, and Pleasant May. Mr. H. was killed. Dr. C. was shot, we learn, in both arms and one shoulder; his wounds, however, are not considered dangerous. Mr. M. was also badly, though not dangerously wounded. Some six or eight pistol shots were fired, and the wonder is that all three of the parties were not killed. The firing was commenced near the Posteffice door, and was continued across the street to the old Mansion House, where Mr. Harris received. a Bowie knife wound, inflieted, we understand, by Dr. Croom, which caused his death almost instantaneously. We understand it had its origin in a disagreement between Mr. Harris and Dr. Croom, in regard to a fence boundary. The parties, we would remark, are among the most respectable of our citizens. Mr. Harris and Dr. Croom, in this neighborkood some two years, and in our village since the first of January. Dr. Croom and Mr. May were raised in our village. Mr. Harris was originally from Athens, Ga., but moved to this county from Columbus, Miss. He was a most worthy man, highly exteemed by those who enjoyed the pleasure of an a squaintance with him. He married, some three years age. Miss Irone Taylor, of this place, and seen after moved to this country.—Greenstover the second of the place, and seen after moved to this country.—Greenstover the second of the place, and seen after moved to this country.—Greenstover the second of the place, and seen after moved to this country.—Greenstover the second of the place, and seen after moved to this country.—Greenstover the second of the place, and seen after moved to this country.—Greenstover the second of the place TRAGEDY IN SOUTH CAROLINA .- It becomes our